

quickies on TV, Cinema slides, posters, talks on radio, newspaper advertisements and street plays.

5. Chief Secretaries of States have been requested to help in educating road users about safety precautions at level crossings and for exercising strict checks while issuing driving licences.

6. Joint Ambush Checks with civil authorities are conducted to nab errant road vehicle drivers under the provisions of the Motor Vehicles Act, 1988 and the Railways Act, 1989.

7. Involvement of village Panchayats in the railways public awareness programmes.

8. Putting up level crossing safety posters at Village Panchayat Offices and at retail petrol pumps.

9. The unmanned level crossings are progressively being manned in a phased manner. Although the initial cost of manning of unmanned Level Crossings, has to be borne by the Road authority concerned and annual operating & maintenance cost is to be borne by the Railway, considering the serious consequences of the accidents at unmanned Level Crossings, Railway has decided to man 4449 hazardous level crossings at its own cost in a period of 5 years.

Railways have also decided to man equal number of Level Crossing at its own cost as are manned through funds from MPLADS as per the recommendations of Hon'ble MPs.

Increasing train accidents

†4689. SHRI BACHANI LEKHRAJ:
SHRI SWARAJ KAUSHAL:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that train accidents are constantly on the increase;
- (b) if so, the reasons therefor;

†Original notice of the question was received in Hindi.

(c) whether Government are considering to take any effective steps to check these accidents; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir. The universally accepted index of train accidents in number of accidents per million train kilometres. The index which stood at 5.5 in 1960-61 has come down to 0.6S consequential accidents per million train kilometres during the year 1999-2000.

(b) to (d) Railways accord the highest priority to the safety aspect and constant endeavours are made to prevent train accidents. Some of the important steps being taken to prevent accidents are listed below:—

- (i) Fouling Mark to Fouling Mark (FM to FM) track circuiting on entire 'A', 'B', 'C', 'D' and T) Spl.' routes where speed is more than 75 kmph. have been completed. Remaining portion of the work is under progress.
- (ii) Modification of the signalling circuitry is being carried out to minimise chances of human error in causing accidents.
- (hi) Auxiliary Warning System for giving advance warning about 'Signal at danger' to the driver of the running train has been commissioned on Mumbai suburban sections of Mumbai.
- (iv) A pilot project of AWS for Tughlakabad-Mathura section of Central Railway has been sanctioned on trial basis.
- (v) Last vehicle check by Axle Counter have been introduced on over ISO block sections and is being progressively added.
- (vi) State of the art technology of Digital Mobile Train Radio Communication has been sanctioned on some important sections for providing duplex radio communication between driver/guard and control.
- (vii) Walkie-talkie sets have been provided to Drivers and Guards of all trains for faster and better means of communication, (viii) Drivers and Guards are also being progressively provided with LED based electronic flashing lamps which have better visibility than the conventional kerosene lit hand signal lamps.

- (ix) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance. Also, Track Renewal Trains are being used.
- (x) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively.
- (xi) For detection of rail fractures/weld failures, adequate double rail Ultrasonic Flaw detectors have been procured. Self Propelled Ultrasonic Rail Testing Cars are being procured.
- (xii) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.
- (xiii) Routine Over Hauling Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles so as to prevent cases of cold breakage of axles.
- (xiv) Funds being received from the diesel cess to be used for safety related works pertaining to level crossings.
- (xv) Whistle Boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.
- (xvi) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.
- (xvii) Level Crossings having heavy traffic density are being progressively interlocked with signals on a planned basis.
- (xviii) Steps are being taken to prevent inflammable and explosive materials from being carried in passenger trains.
- (xix) Periodical Safety Audit of Different Divisions by interdisciplinary teams from Zonal Headquarters has been introduced.
- (xx) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers.
- (xxi) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training courses also.

- (xxii) Periodical safety drives are conducted to inculcate safety consciousness among the staff and road users.
- (xxiii) A pilot project' of Anti Collision Device (ACD) has been sanctioned for Northeast Frontier Railway. Trial of prototype ACD equipment has been started. After successful completion of this pilot project, a decision would be taken for its application on other routes of Indian Railways.
- (xxiv) Stringent penalty to the extent of dismissal/removal from service is being imposed on officials causing serious accidents.

Food Plazas at Nampelly and Secunderabad Railway Stations

4690. DR. ALLADI P. RAJKUMAR:

DR. Y. LAKSHMI PRASAD:

Will the Minister of RAILWAYS be pleased to state:

(a) whether South Central Railway propose to open Food Plazas at Nampelly and Secunderabad Railway Stations, as a joint venture with fast food giants of the country;

(b) whether Indian Railway Catering and Tourism Corporation is planning to set up such Plazas on more stations in different Railway Zones;

(c) if so, the number of stations to be provided this facility; and

(d) whether Government would consider Vishakhapatnam as one of the places, in view of high density of people at the Railway station?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No Sir.

(b) to (d) Indian Railway Catering and Tourism Corporation Ltd. plans to set up Food Plazas at 25 Railway stations over Indian Railways. However in the first phase it has been decided to set up Food Plazas at Delhi Jn., Hazrat Nizamuddin, Mumbai Central, Pune, Agra Cantt., Howrah, Chennai, Bangalore City, Jaipur, Secunderabad, Hyderabad and Gorakhpur stations. For the present,